

**SIX DOLLARS
PER QUARTER**

MONDAY, AUGUST 26, 1889.

Auctions.

Intimations.

estimations

Trails.

1968 Hongkong, 15th August, 1989.

Intimations.

DAKIN'S
UNRIVALLED OLD
SCOTCH WHISKY.A BLEND OF THE FINEST WHISKIES
that Scotland can produce.

Thoroughly Matured.

Per Bottle \$1. Per Dozen \$10.

SOLD ONLY BY

DAKIN BROS. OF CHINA
LIMITED,
CHEMISTS,
and

AERATED WATER

MANUFACTURERS,

HONGKONG.

(Telephone No. 50.)

Hongkong, 23rd July, 1889.

A. S. WATSON & CO., LD.
ESTABLISHED A.D. 1841.

IN drawing attention to our special preparations, we beg to state that we continue to import Drugs, Chemicals, and Goods of every kind of the best description only. No other quality is kept in stock. Our long experience and intimate acquaintance with the Trade and the best sources of supply enable us to purchase direct from the Producers on the very best terms, and thus gives us an advantage which enables us to offer our Constituents the benefit of a considerable reduction in the price of all Specialities of our own Manufacture or putting up, as compared with similar articles sold elsewhere.

WATSON'S IODISED
SARSAPARILLA
PREPARED FROM THE FINEST
RED JAMAICA SARSAPARILLA,
(Evaporated "In Vacuo")
and containing in each drachm one grain of
Iodide of Potassium.

These medicines combined have long ranked as the most certain alteratives known, being indicated in all diseases of the skin, and in affections arising from poverty or impurity of the Blood.

Price—8-oz. Bottles 1.50 each, 15.00 per dozen

10-oz. " 2.50 " 24.00 "

12-oz. " 3.50 " 36.00 "

14-oz. " 4.50 " 48.00 "

16-oz. " 5.50 " 60.00 "

18-oz. " 6.50 " 72.00 "

20-oz. " 7.50 " 84.00 "

22-oz. " 8.50 " 96.00 "

24-oz. " 9.50 " 108.00 "

26-oz. " 10.50 " 120.00 "

28-oz. " 11.50 " 132.00 "

30-oz. " 12.50 " 144.00 "

32-oz. " 13.50 " 156.00 "

34-oz. " 14.50 " 168.00 "

36-oz. " 15.50 " 180.00 "

38-oz. " 16.50 " 192.00 "

40-oz. " 17.50 " 204.00 "

42-oz. " 18.50 " 216.00 "

44-oz. " 19.50 " 228.00 "

46-oz. " 20.50 " 240.00 "

48-oz. " 21.50 " 252.00 "

50-oz. " 22.50 " 264.00 "

52-oz. " 23.50 " 276.00 "

54-oz. " 24.50 " 288.00 "

56-oz. " 25.50 " 300.00 "

58-oz. " 26.50 " 312.00 "

60-oz. " 27.50 " 324.00 "

62-oz. " 28.50 " 336.00 "

64-oz. " 29.50 " 348.00 "

66-oz. " 30.50 " 360.00 "

68-oz. " 31.50 " 372.00 "

70-oz. " 32.50 " 384.00 "

72-oz. " 33.50 " 396.00 "

74-oz. " 34.50 " 408.00 "

76-oz. " 35.50 " 420.00 "

78-oz. " 36.50 " 432.00 "

80-oz. " 37.50 " 444.00 "

82-oz. " 38.50 " 456.00 "

84-oz. " 39.50 " 468.00 "

86-oz. " 40.50 " 480.00 "

88-oz. " 41.50 " 492.00 "

90-oz. " 42.50 " 504.00 "

92-oz. " 43.50 " 516.00 "

94-oz. " 44.50 " 528.00 "

96-oz. " 45.50 " 540.00 "

98-oz. " 46.50 " 552.00 "

100-oz. " 47.50 " 564.00 "

102-oz. " 48.50 " 576.00 "

104-oz. " 49.50 " 588.00 "

106-oz. " 50.50 " 600.00 "

108-oz. " 51.50 " 612.00 "

110-oz. " 52.50 " 624.00 "

112-oz. " 53.50 " 636.00 "

114-oz. " 54.50 " 648.00 "

116-oz. " 55.50 " 660.00 "

118-oz. " 56.50 " 672.00 "

120-oz. " 57.50 " 684.00 "

122-oz. " 58.50 " 696.00 "

124-oz. " 59.50 " 708.00 "

126-oz. " 60.50 " 720.00 "

128-oz. " 61.50 " 732.00 "

130-oz. " 62.50 " 744.00 "

132-oz. " 63.50 " 756.00 "

134-oz. " 64.50 " 768.00 "

136-oz. " 65.50 " 780.00 "

138-oz. " 66.50 " 792.00 "

140-oz. " 67.50 " 804.00 "

142-oz. " 68.50 " 816.00 "

144-oz. " 69.50 " 828.00 "

146-oz. " 70.50 " 840.00 "

148-oz. " 71.50 " 852.00 "

150-oz. " 72.50 " 864.00 "

152-oz. " 73.50 " 876.00 "

154-oz. " 74.50 " 888.00 "

156-oz. " 75.50 " 900.00 "

158-oz. " 76.50 " 912.00 "

160-oz. " 77.50 " 924.00 "

162-oz. " 78.50 " 936.00 "

164-oz. " 79.50 " 948.00 "

166-oz. " 80.50 " 960.00 "

168-oz. " 81.50 " 972.00 "

170-oz. " 82.50 " 984.00 "

172-oz. " 83.50 " 996.00 "

174-oz. " 84.50 " 1008.00 "

176-oz. " 85.50 " 1020.00 "

178-oz. " 86.50 " 1032.00 "

180-oz. " 87.50 " 1044.00 "

182-oz. " 88.50 " 1056.00 "

184-oz. " 89.50 " 1068.00 "

186-oz. " 90.50 " 1080.00 "

188-oz. " 91.50 " 1092.00 "

190-oz. " 92.50 " 1104.00 "

192-oz. " 93.50 " 1116.00 "

194-oz. " 94.50 " 1128.00 "

196-oz. " 95.50 " 1140.00 "

198-oz. " 96.50 " 1152.00 "

200-oz. " 97.50 " 1164.00 "

202-oz. " 98.50 " 1176.00 "

204-oz. " 99.50 " 1188.00 "

206-oz. " 100.50 " 1200.00 "

208-oz. " 101.50 " 1212.00 "

210-oz. " 102.50 " 1224.00 "

212-oz. " 103.50 " 1236.00 "

214-oz. " 104.50 " 1248.00 "

216-oz. " 105.50 " 1260.00 "

218-oz. " 106.50 " 1272.00 "

220-oz. " 107.50 " 1284.00 "

222-oz. " 108.50 " 1296.00 "

224-oz. " 109.50 " 1308.00 "

226-oz. " 110.50 " 1320.00 "

228-oz. " 111.50 " 1332.00 "

230-oz. " 112.50 " 1344.00 "

232-oz. " 113.50 " 1356.00 "

234-oz. " 114.50 " 1368.00 "

236-oz. " 115.50 " 1380.00 "

238-oz. " 116.50 " 1392.00 "

240-oz. " 117.50 " 1404.00 "

242-oz. " 118.50 " 1416.00 "

244-oz. " 119.50 " 1428.00 "

246-oz. " 120.50 " 1440.00 "

248-oz. " 121.50 " 1452.00 "

250-oz. " 122.50 " 1464.00 "

252-oz. " 123.50 " 1476.00 "

254-oz. " 124.50 " 1488.00 "

256-oz. " 125.50 " 1500.00 "

258-oz. " 126.50 " 1512.00 "

260-oz. " 127.50 " 1524.00 "

262-oz. " 128.50 " 1536.00 "

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266-oz. " 130.50 " 1560.00 "

268-oz. " 131.50 " 1572.00 "

270-oz. " 132.50 " 1584.00 "

272-oz. " 133.50 " 1596.00 "

274-oz. " 134.50 " 1608.00 "

276-oz. " 135.50 " 1620.00 "

278-oz. " 136.50 " 1632.00 "

280-oz. " 137.50 " 1644.00 "

282-oz. " 138.50 " 1656.00 "

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286-oz. " 140.50 " 1680.00 "

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290-oz. " 142.50 " 1704.00 "

292-oz. " 143.50 " 1716.00 "

294-oz. " 144.50 " 1728.00 "

296-oz. " 145.50 " 1740.00 "

298-oz. " 146.50 " 1752.00 "

300-oz. " 147.50 " 1764.00 "

302-oz. " 148.50 " 1776.00 "

304-oz. " 149.50 " 1788.00 "

306-oz. " 150.50 " 1800.00 "

308-oz. " 151.50 " 1812.00 "

310-oz. " 152.50 " 1824.00 "

312-oz. " 153.50 " 1836.00 "

314-oz. " 154.50 " 1848.00 "

316-oz. " 155.50 " 1860.00 "

318-oz. " 156.50 " 1872.00 "

320-oz. " 157.50 " 1884.00 "

322-oz. " 158.50 " 1896.00 "

324-oz. " 159.50 " 1908.00 "

326-oz. " 160.50 " 1920.00 "

328-oz. " 161.50 " 1932.00 "

330-oz. " 162.50 " 1944.00 "

332-oz. " 163.50 " 1956.00 "

334-oz. " 164.50 " 1968.00 "

336-oz. " 165.50 " 1980.00 "

338-oz. " 166.50 " 1992.00 "

340-oz. " 167.50 " 2004.00 "

342-oz. " 168.50 " 2016.00 "

344-oz. " 169.50 " 2028.00 "

346-oz. " 170.50 " 2040.00 "

348-oz. " 171.50 " 2052.00 "

350-oz. " 172.50 " 2064.00 "

352-oz. " 173.50 " 2076.00 "

354-oz. " 174.50 " 2088.00 "

356-oz. " 175.50 " 2100.00 "

358-oz. " 176.50 " 2112.00 "

360-oz. " 177.50 " 2124.00 "

362-oz. " 178.50 " 2136.00 "

364-oz. " 179.50 " 2148.00 "

366-oz. " 180.50 " 2160.00 "

368-oz. " 181.50 " 2172.00 "

370-oz. " 182.50 " 2184.00 "

372-oz. " 183.50 " 2196.00 "

374-oz. " 184.50 " 2208.00 "

376-oz. " 185.50 " 2220.00 "

378-oz. " 186.50 " 2232.00 "

380-oz. " 187.50 " 2244.00 "

382-oz. " 188.50 " 2256.00 "

384-oz. " 189.50 " 2268.00 "

386-oz. " 190.50 " 2280.00 "

388-oz. " 191.50 " 2292.00 "

390-oz. " 192.50 " 2304.00 "

392-oz. " 193.50 " 2316.00 "

394-oz. " 194.50 " 2328.00 "

396-oz. " 195.50 " 2340.00 "

398-oz. " 196.50 " 2352.00 "

400-oz. " 197.50 " 2364.00 "

402-oz. " 198.50 " 2376.00 "

404-oz. " 199.50 " 2388.00 "

406-oz. " 200.50 " 2400.00 "

408-oz. " 201.50 " 2412.00 "

410-oz. " 202.50 " 2424.00 "

412-oz. " 203.50 " 2436.00 "

414-oz. " 204.50 " 2448.00 "

416-oz. " 205.50 " 2460.00 "

418-oz. " 206.50 " 2472.00 "

420-oz. " 207.50 " 2484.00 "

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434-oz. " 214.50 " 2568.00 "

436-oz. " 215.50 " 2580.00 "

438-oz. " 216.50 " 2592.00 "

440-oz. " 217.50 " 2604.00 "

442-oz. " 218.50 " 2616.00 "

444-oz. " 219.50 " 2628.00 "

446-oz. " 220.50 " 2640.

Mr. H. Humphreys seconded. The Chairman—It is hardly necessary for me to go over the old ground about this increase of capital, but I may inform you that it is always our principle to write down property. I have never seen what Mr. Humphreys proposes done, and I do not think it would be a right policy to follow. It will add very little to our revenue, for the Docks here are quite capable of doing all our business, and take in all the ships that come here, except a few ironclads. The time is coming when the great utility of this new Dock will be appreciated.

Mr. Fraser-Smith—Will you kindly inform me how long the new Dock has been available for service, and what its net earnings have been during that time? An approximate estimate will be quite sufficient.

The Chairman—The new Dock has been open about eighteen months, and we have had five ships in it; but I must say I am not fully prepared to state the net earnings.

Mr. Fraser-Smith—The value of any industrial property must be estimated by its earning power. The value of this new Dock must be estimated, for all commercial purposes, upon the amount of its return to the Company. Five ships have been docked in it, I understand, since it was opened, and I think it is safe to assume that the amount received for the docking of those ships has not paid the expenses of the Dock. It is upon that ground, gentlemen, that you must assume the value of this new Dock. Mr. Humphreys has come here with a good intention, but, as you are all aware, an old writer once said that a place very much hotter than Hongkong is paved with good intentions. (Laughter.) Settling aside good intentions, if logical and fair argument mean anything at all I cannot help thinking that the directors of the Company have displayed a wonderful amount of courage, a wonderful amount of foresight, and I think also a wonderful amount of care, in having adopted the policy they have in writing \$100,000 off the book value of this white elephant, which ought never to have been constructed. The Docks already by the Company were amply sufficient for the requirements of all the shipping in the Far East for the next ten years, without taking on this burden. I am speaking of what I know—and I say that the extension of the big Dock at Aberdeen, at a trifling cost, would have been sufficient to accommodate the largest ironclads we are likely to ever have in these waters.

Mr. Humphreys—I do not know whether it is permissible for me to speak again, but I wish to point out that the new Dock was opened eighteen months ago, but it was not finished until quite recently. I make this statement, with your permission, because it makes all the difference in the world. The new Dock has earned a great deal of money since it was finished, but not since it was temporarily opened. Mr. Fraser-Smith—Mr. Chairman, has there been a single ship docked there that could not have been docked at Aberdeen or Sam-shui-fo?

The Chairman—No. Mr. Fraser-Smith—Then let us get to facts. It has been absolutely certain, from the time it was started up to the present day. What will any one shareholder who is thinking of supporting the amendment think of that statement? Here is a dock, standing now on the books at about \$750,000, which has never earned a cent, and is not likely to earn one, and yet the Directors are to be blamed because they take the only wise course of putting into operation a sensible policy for the Company by writing down in its books the fictitious value set upon this big Dock. It may not be so much, but we don't want toys, we want docks for use, that will make some return to the Company. Besides, I venture to think that the shareholders are entitled to some consideration. Talk about increasing the capital of the Company! It has already a capital of over one and a half million dollars at its back. It seems to me that the Directors are taking the wisest and boldest step in reducing that over-draft; in years past I have myself, frequently, blamed them for declaring too big dividends, in the days of their prosperity. It was a mistake—they should have consolidated the position of the Company, and I have no doubt many here will remember the circumstances connected with the fleetness of prosperity of past years, and that the Directors were then the days of adversity and small profits came. Yet now, when they try to follow a better policy, they meet with a factious opposition based on grounds which I cannot understand. If it is for the purpose of "rigging" the shares in the market nothing more stupid could be organised, because the only immediate effect would be to send the shares down. Any man who knows anything about figures and statistics would see that it is suicidal to increase the capital—the only effect would be to send the shares down fifty per cent, probably and saddle the Company with a capital on which no adequate return could possibly be made. I have read with considerable amusement the circular sent round by Mr. Humphreys—anything more amusing than the statistics in that circular I do not recollect ever having read. If there is to be another meeting it will give the shareholders time to consider this proposal. I ask you to oppose the amendment—it is not based on common-sense principles; it is in fact to the Directors, who are struggling for the best, and I would ask you, apart from the two gigantic shareholders who are supposed to have organised this opposition, to vote for the resolution put by the Chairman.

The Chairman then invited further remarks, and none being offered, put the amendment, for which, by various computations, twenty-one votes. Against it twenty-five hands were raised. On his announcing this Mr. Humphreys demanded a poll, adding—I may say that the poll will not be final, because the proxies will be struck out.

The Chairman—This meeting must be final; whatever is the decision, it must be final.

Mr. Humphreys—Of course, as far as this meeting is concerned. Mr. Forbes—No, final as to the carrying forward of this \$100,000.

Mr. Humphreys—I meant to say that it would not be final as to the wishes of the shareholders in the matter. I don't think a quarter are represented at this meeting, but however, the result of the poll will give us more information.

The Chairman announced that the holders of 1,240 shares had voted for the amendment, and against it. The amendment was therefore carried.

The Chairman announced that the dividend warrants would be issued on Thursday, and the proceedings terminated.

CHANG CHIH-TUNG.

His Excellency Changchih-tung, who is under orders to leave Canton next month to take up the duties of his new post as Governor-General of the Hu Kuang provinces, is a native of the province of Chihli, and is now about fifty years of age. He began his literary career at the age of twenty-two, when, at the final examination before the Throne, he succeeded in carrying off third honours. *Li Tzu Hsia*.

A quarter of a century, but which, for one of the triumvirate was a varied and chequered period. Passing in his final, Chang Chih-tung was made a Censor, and in this dignity he was joined by his two companions. With the vista of life opening before them in all its rosy coloured hues, the young aspirants to political distinction went enthusiastically to work, condemning the corrupt practices of metropolitan rule, and not forgetting to deal trenchant blows at the most powerful satraps outside of Peking. To the memory of these three youthful officials, who were now joined by two others, whose names have been escaped, and the Throne generally gave heed, and a reign of terror for evil-doers succeeded the *debut* of the young Censors, who henceforth were popularly styled the "Five Tigers." But inquisitive Censors who have no sympathy for the feelings of Princes and Presidents of Boards at Peking, although feared, are also disliked, so that no opportunity is lost, when a vacancy occurs outside the capital, to transfer these "guardians of Peking liberty" to fill them. And so when the Kuloj, difficulty with Russia, came on the boards in 1879, and with it the special instance of the Grand Council, Chang Chih-tung was first nominated to the post of "Adviser" to the Emperor, the Commander-in-Chief of the Imperial forces at the eastern portion of the Great Wall, Shan Hai Kuan. Matters, however, being placed on a peace footing, he was shortly afterwards appointed Fu-tai, or Governor of the province of Shansi. This province is the richest in China, and to it the greatest bankers and financiers of the Celestial Empire owe their existence. The word "Sveee" is from the word Shansi, pronounced *la* Shanghai and Ningpo, Shansi being the province from whence circulate three-fifths of the silver generally used in the market form. This appointment of Chang Chih-tung was considered to be merely a step to Cerberus. Temptation was placed in the way of the rising statesman. He was still poor—too poor even to buy the books of which he was so earnest and devoted a reader. It became the purpose of his enemies to try whether the immaculate and fearless Censor would practice the virtue he had so consistently preached. He was then nearing his fortieth year, and was proof against temptation. He found the province groaning under the extortions of previous governors, and especially suffering under the grasping rule of Tseng Kuo-chun, his predecessor, whom report says "out-heroded Herod" in his exactions. Chang Chih-tung came as a declared reformer; he swept away many abuses, which earned for him the gratitude of the common people, whilst on the other hand, he inaugurated a new system of taxation affecting the bankers and wealthy traders, which evoked curses, not loud but deep. Yet such was the tact the new Governor showed, that the more clear-sighted amongst his greatest opponents in the province of Shansi, saw the usefulness of the new regime, and afterwards became voluntary contributors to the public works of the province. The surplus of all his undertakings he always sent to Peking, which was in sore need of money.

After Chang Chih-tung had governed Shansi for a little over six years, China was again thrown into a state of excitement, owing to the French attacks on Annam and Tonquin. Remembering the former patriotic utterances of Chang Chih-tung, the Throne summoned him to Peking to give the Government the benefit of his shrewdness and sagacity. He accordingly left Tai-yuen fu, the capital of Shansi, in the winter of 1883, accompanied by the good wishes and regrets of the whole population of the province. From Chinese newspaper accounts of the time, it is said that the people of every town accompanied the departing governor in immense crowds for forty li (ten miles), holding burning incense in their hands, or in other words treating him as a "joss." It is certain, however, that he left the province in a much more prosperous condition than when he entered it six years previously, enriching at the same time the Government Exchequer by three and half millions taels of good "sycee" silver. At this time, Chang Pei-lun, plagiarizing the old copy of Chang Chih-tung's memorial of 1878, gave a bombastic account of what he could do if placed at the helm of affairs in a war against France, for Chang Pei-lun is a regular fire-eater, on paper, and so at the special recommendation of Chang Chih-tung, who never forgets a friend or forgives an enemy, Chang Pei-lun was appointed by Imperial Edict, "Director of War in the province of Fuhkien and its dependencies," the same rank being awarded Chang Chih-tung in the province of Kwangtung. This was in the Spring of 1884. It is well known what a buckram warrior Chang Pei-lun proved himself to be, at the destruction of the Chinese war vessels in the Min river by the French fleet under Admiral Courbet in August, 1884, and how the celebrated Chang Chih-tung is a regular fire-eater, on paper, and so at the special recommendation of Chang Chih-tung, who never forgets a friend or forgives an enemy, Chang Pei-lun was appointed by Imperial Edict, "Director of War in the province of Fuhkien and its dependencies," the same rank being awarded Chang Chih-tung in the province of Kwangtung. This was in the Spring of 1884. 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CLOSING QUOTATIONS.

Hongkong and Shanghai Bank—183 per cent. premium, buyers.
Union Insurance Society of Canton—\$100 per share, buyers.
China Traders' Insurance Company—\$81 per share, buyers.
North China Insurance—Tls. 330 per share, buyers.

Canton Insurance Company, Limited—\$140 per share, buyers.
Vanjiac Insurance Association—Tls. 100 per share.
On Tai Insurance Company, Limited—Tls. 150, per share.
Hongkong Fire Insurance Company—\$385 per share, sellers.
China Fire Insurance Company—\$844 per share, sellers.

Hongkong and Whampoa Dock Company—72 per cent. premium, sellers.
Hongkong, Canton, and Macao Steamboat Co.—\$41 per share, sellers.
China and Manila Steam Ship Company—1371 per share, sellers.

Hongkong Gas Company—\$135 per share, sellers.
Longyong Hotel Company—\$210 per share, sellers.
Hongkong Hotel Co.'s Six per cent. Debentures—\$101.

Indo-China Steam Navigation Company, Limited—10 per cent. dis., sellers.
Hullas Steamship Company—\$83 per share, sellers.
China Sugar Refining Company, Limited—\$265 per share, ex div., sellers.
Luzon Sugar Refining Company, Limited—\$100 per share, buyers.

Hongkong Ice Company—\$105 per share, buyers.
Hongkong and China Bakery Company, Limited—\$80 per share.
Hongkong Dairy Farm Co., Limited—\$14 per share, sellers.

A. S. Watson & Co., Limited—\$32 per share, sellers.
Chinese Imperial Loan of 1884 B—23 per cent. premium, buyers.
Chinese Imperial Loan of 1886 C—5 per cent. premium, buyers.

Hongkong Rone Manufacturing Company, Limited—\$150 per share, nominal.
The Hongkong Steam Laundry Co., Ltd.—\$35 per share, nominal.
Panama and Colon Panama Mining Co.—\$25 per share, buyers.

Hongkong and Whampoa Dock and Godown Company—\$168 per share, buyers.
Tongareva Coal Mining Co. \$550 per share, sellers.
The Hongkong High-Level Tramway Co., Limited—20 per cent. prem., sellers.

The Pao Yang Planting Co., Limited—\$50 per share, sellers.
The Sonnet Koyah Planting Co., Ltd.—\$45 per share, buyers.
Cruckshank & Co., Ltd.—\$40 per share, nom.

The Steam Launch Co., Limited—nominal.
The Austin Arms Hotel and Building Co., Ltd., par, nominal.
The China-Ropery Co., Ltd.—\$48 per share, buyers.

The Hongkong Brick and Cement Co., Ltd.—\$18 per share, sellers.
The Green Island Cement Co. (Old Issue)—\$45 per share, buyers.
The Green Island Cement Co. (New Issue)—\$84 per share, nominal.

The Hongkong Land Investment Co., Ltd.—\$135 per share, buyers.
The Hongkong Electric Light Co., Ltd.—\$7 per share, sellers.
G.W. Fenwick & Co., Limited—\$28 per share, buyers.

The West Point Buildings Co., Ltd.—\$53 per share, buyers.
The Peak Hotel and Trading Co., Ltd.—\$25 per share, buyers.
The Labuk Planting Co., Ltd.—\$17 per share, buyers.

The Tebbu Mining and Trading Co., Ltd.—\$7 per share, sellers.
The Selma Tin Mining Co., Ltd.—\$42 per share, buyers.
The Shamoen Hotel Co., Ltd.—\$5 per share, nominal.

The Kowloon Land Investment Co., Ltd.—\$21 per share, sellers.
ON LONDON.—Bank, T. T. 3/0
Bank Bills, on demand 3/0
Bank Bills, at 30 days' sight 3/0
Bank Bills, at 4 months' sight 3/11
Credits at 4 months' sight 3/11
Documentary Bills, at 4 months' sight 3/11

ON PARI.—Bank Bills, on demand 3/8
Credits, at 4 months' sight 3/90
ON INDIA, T. T. 224
ON DEMAND 225
ON SHANGHAI.—Bank, T. T. 72
Private, 10 days' sight 73

OPUM MARKET.—THIS DAY.
OLD-MALWA, per picul\$600
(Allowance, Tael 80).
NEW PATNA, (without choice) per chest\$517
NEW PATNA, (first choice) per chest\$520
NEW PATNA, (bottom) per chest\$571
NEW PATNA, (second choice) per chest\$575
NEW BENARES, (without choice) per chest\$550
NEW BENARES, (bottom) per chest\$550
NEW PERSIAN (best quality) per picul\$550
OLD PERSIAN (best quality) per picul\$550
OLD PERSIAN (second quality) per picul\$475

MAILS EXPECTED.
THE FRENCH MAIL.
The Messageries Maritimes Co.'s steamer *Caladonia*, with the French mail of 26th ulto., left Saigon on the 25th instant at 10 a.m., and may be expected here on or about the 28th.

THE AMERICAN MAIL.
The O. & O. S. S. Co.'s steamer *Belgia*, with mails, &c., from San Francisco to the 3rd inst., left Yokohama on the 22nd instant, and is due here on the 28th.

THE INDIAN MAIL.
The steamer *Ararat* from Calcutta for this port on the morning of the 16th instant, and is expected here on the 1st proximo.

THE AUSTRALIAN MAIL.
The E. & A. S. S. Co.'s steamer *Airlie*, left Port Darwin for this port on the 18th instant, and may be expected to arrive on the 27th.

THE CANADIAN MAILS.
The Canadian Pacific steamer *Batavia*, with the Canadian mail, left Vancouver on the 9th instant for Yokohama and Hongkong.

The Canadian Pacific steamer *Port Augusta*, with the Canadian mail, left Vancouver on the afternoon of the 23rd instant for Yokohama and Hongkong.

Shipping.

ARRIVALS.

CLARA, German steamer, 674, Christensen, 24th August—Haiphong 21st August, General—A. R. Marty.

CHANGSHA, British steamer, 1,463, Williams, 25th August—Sydney 1st August, and Port Darwin 15th, Coals and General—Butterfield & Swire.

YANOSZ, German steamer, 814, C. Tonningsen, 25th August—Shanghai 21st August, General—Siemssen & Co.

MEEFUO, Chinese steamer, 1,338, Lum, 25th August—Shanghai 20th August, General—C. M. S. N. Co.

KONG BENG, British steamer, 856, R. Jones, 25th August—Bangkok 17th August, Rice and General—Yuen Fat Hong.

CHOYANG, British steamer, 1,194, Sawyer, 25th August—Whampoa 24th August, General—Jardine, Matheson & Co.

ALWINE, German steamer, 400, Bendtsen, 25th August—Pakhoi 22nd August, and Hongkong 24th, General—Wiel & Co.

TELAMON, British steamer, 1,557, M. H. F. Jackson, 26th August—Yokohama, Kobe, and Nagasaki 21st August, General—Butterfield & Swire.

CHINGTUI, British steamer, 1,450, A. Hunt, 26th August—Sydney 8th August, and Thursday Island 16th, General—Butterfield & Swire.

CLEARANCES AT THE HARBOUR OFFICE.
Changsha, British steamer, for Shanghai.
Chingui, British steamer, for Shanghai.
Galle, British steamer, for Yokohama, &c.
August, Norwegian steamer, for Nagasaki.
Nanshan, British steamer, for Swatow.

IN DEPARTURES.
August 24, *Monsoon*, British steam-yacht, for Nagasaki.
August 25, *Canton*, British str., for Whampoa.
August 25, *Ningchow*, British steamer, for Yokohama, &c.

August 25, *Soochow*, British str., for Hoikow.
August 25, *Ferje*, Danish steamer, for Saigon.
August 25, *Hailong*, British steamer, for Swatow, &c.

August 25, *Tokoro*, German str., for Hoikow.
August 25, *Veddy*, British str., for Hong-lu.
August 25, *Gleora*, British steamer, for Saigon.
August 26, *Boche*, British steamer, for Saigon.
August 26, *Cyclops*, British steamer, for Amoy.

August 26, *Meefoo*, Chinese str., for Whampoa.
August 26, *Yangtze*, German str., for Whampoa.
August 26, *Galle*, British steamer, for Yokohama, &c.

August 26, *Fooksang*, British steamer, for Swatow, &c.
PER MEFOO, str., from Shanghai—56 Chinese.
Per Yangtze, str., from Shanghai—2 Chinese.

Per Kong Beng, str., from Bangkok—Dr. and Mrs. Peoples, Mrs. Cheek, 4 children and servant, and 80 Chinese.
Per Changsha, str., from Australia—Mr. and Mrs. Chase, Baron de Lissac, Messrs. Nicolas, Bennett, Alimand, Young, and 6 Chinese.

Per Clara, str., from Haiphong—6 Europeans and 84 Chinese.
Per Chingui, str., from Sydney, &c.—Mrs. Francois, Messrs. Clyma, Gregory, and 69 Chinese.

Per Alwine, str., from Pakhoi, &c.—Mr. B. Hoeftin, and 58 Chinese.
Per Johanna, str., for Hoikow—45 Chinese.
Per Soochow, str., for Hoikow—50 Chinese.

Per Cyclops, str., for Amoy—2 Europeans and 100 Chinese.
Per Hailong, str., for Swatow, &c.—3 Europeans and 20 Chinese.
Per Galle, str., for Yokohama—Mr. and Mrs. C. D. Harman, Captain and Mrs. Middleton and native servant, Mr. and Mrs. P. Candee, Miss R. A. Wright, Lieut. Col. Chater, Messrs. J. Rambut, S. How Sam, J. M. C. de Fonseca, and 1 Chinese.

For San Francisco—Rev. and Mrs. W. H. Taylor, Mr. and Mrs. Peoples, Mrs. Cheek, 3 children and Siamese servant, Master Cheek, Dr. J. H. Lockend, Messrs. Poon Sing Mo and Wong Dai Sai. For Liverpool—Captain Blackburn and Dr. Augustine Henry.

REPORTS.
The British steamship *Kong Beng* reports that she left Bangkok on the 17th instant, and Koh-si-chang on the 19th. Experienced light to fresh south and south-west winds and fine weather throughout.

The British steamship *Chingui* reports that she left Sydney on the 8th instant. Had fine weather, passed Sandy Cape at midnight on the 10th; cleared Thursday Island on the 16th at 8 a.m. Experienced exceptionally fine weather to arrival.

The British steamship *Telamon* reports that she left Yokohama, Kobe, and Nagasaki on the 21st instant. From Nagasaki had strong south-east and south-west winds with heavy sea to Turnabout; thence to port had moderate south-west winds and unsettled weather.

The German steamship *Yangtze* reports that she left Shanghai on the 21st instant at 6 a.m. Had fine weather up to Saddle Island; from there strong north-east to south-west gales with very high sea and heavy rain squalls. The latter part to port had fresh south-west winds with fine weather.

The Chinese steamship *Meefoo* reports that she left Shanghai on the 20th instant. After passing Steep Island had heavy swell from south-east and variable winds with squally weather; thence to Breaker Point had fresh south-west winds and fine weather; thence to port had light westerly winds.

The British steamship *Changsha* reports that she left Sydney on the 1st instant, and Port Darwin on the 15th. Had fine weather generally throughout the voyage, with the exception of the 22nd instant, when on entering the China Sea had strong south-west winds and a high sea was encountered, moderating next day to light winds and fine weather, which continued to port.

Post Office.

A MAIL WILL CLOSE
For Swatow, Amoy, & Fookchow.—Per *Hailan*, to-morrow, the 27th instant, at 9 a.m.
For Swatow, Singapore, and Bangkok.—Per *Phra Chula Chom Kiao*, to-morrow, the 27th instant, at 11.30 a.m.

For Straits Settlements.—Per *Samlor*, to-morrow, the 27th instant, at 1.30 p.m.
For Shanghai.—Per *Peking*, to-morrow, the 27th instant, at 3.30 p.m.

For Hongkong.—Per *Clara*, to-morrow, the 27th instant, at 5.00 p.m.
For Yokohama.—Per *Tiverton*, to-morrow, the 27th instant, at 5.00 p.m.

SHIPPING IN HONGKONG.

STEAMERS.

ANYSHINA, British steamer, 2,346, George A. Lee, 20th August—Vancouver 26th July, and Yokohama 12th August, General—Adamson, Bell & Co.

ANCINA, British steamer, 1,878, W. D. Mudie, 21st August—Yokohama 13th August, Mails and General—P. & O. S. N. Co.

ANTON, German steamer, 396, T. Eggerts, 23rd August—Pakhoi 20th August, General—Wiel & Co.

AUGUST, Norwegian steamer, 1,018, Isberg, 23rd August—Kobe, via N. 1st inst. 13th August, Coal—Adamson, Bell & Co.

DORIS, German steamer, 771, F. Raben, 24th August—Quinhon 10th August, and Tournon 21st, General and Salt—Wiel & Co.

FALKENBERG, German steamer, 988, Bartels, 23rd August—Saigon 19th August, General—Melchers & Co.

FAME, British steamer, 117, A. Stopani—Hongkong and Whampoa Dock Co.

HAITAN, British steamer, 1,183, T. G. Pocock, 24th August—Fookchow 24th August, Amoy 21st, and Swatow 23rd, General—D. La-Pre & Co.

NANSHAN, British steamer, 805, J. Young, 23rd August—Bangkok 16th August, Rice—Hop Hing.

PAKING, German steamer, 954, G. Heuermann, 24th August—Whampoa 24th August, General—Siemssen & Co.

PERA CHULA CHOM KLAO, British steamer, 1,011, A. Benson, 18th August—Bangkok 12th August, Rice and General—Yuen Fat Hong.

TIVERTON, British steamer, 1,743, R. White, head, 15th June—put back—Adamson, Bell & Co.

WINGSANG, British steamer, 1,517, A. de St. Croix, 21st August—Calcutta 6th August, and Singapore 15th, General—Jardine, Matheson & Co.

SAILING VESSELS.

ALICIA, Hawaiian bark, 607, J. Brodhurst, 16th August—Albany, West Australia, 10th July, Sandanwood—Order.

AMPHITRITE, German ship, 1,814, A. Bower, 14th July—Cardiff 6th March, Coal—Order.

AUSTRALIA, British bark, 999, Wm. Harris, 11th June—Manila 11st May, Ballast—Order.

CHARGE, American ship, 1,379, D. S. Goodell, 28th June—San Diego, Cal., 18th April, Ball—Russell & Co.

CL-M-T, German ship, 1,663, R. Krippner, 21st July—Cardiff 15th March, Coals—Melchers & Co.

CONQUEROR, American ship, 1,540, A. D. Lother, 17th June—Anjer 1st June, Ballast—Reuter, Brockelmann & Co.

ERIKSMUND, Chinese bark, 457, Opium Examina-tion, 1st June—Stonewaters' Island—Chinese Customs.

GOLAH, Siamese bark, 542, Jas. Kent, 16th August—Bangkok 2nd August, Rose Wood—Chinese.

GUSTAV OSCAR, German bark, 1,352, M. Lee-mann, 4th July—Cardiff 25th Feb., Coal—Melchers & Co.

HARVEST QUEEN, British ship, 2,020, E. A. Forsyth, 16th August—New York, and Singapore 2nd August, Kerosene Oil—Russell & Co.

HAYDN BROWN, British bark, 821, C. H. Haydn, 21st July—Hilo 12th July, Ballast and Sapanwood—Captain.

IRENE, American bark, 467, James W. Yates, 11th July—Newcastle, N.S.W., 10th May, Coal—Geo. R. Stevens & Co.

JOSSEPHUS, American ship, 1,470, T. M. Rogers, 13th June—Newcastle, N.S.W., 16th April, Coals—Butterfield & Swire.

MARTHA DAVIS, American bark, 832, Pendleton, 13th June—Tilapat 28th April, Ballast—Russell & Co.

OMEGA, British bark, 480, Brown, 2nd August—Yokohama 4th June, Ballast—Order.

ROBERT S. BERNARD, British bark, 1,200, M. J. C. Andrews, 15th August—Newcastle, N.S.W., 29th June, Coal, Adamson, Bell & Co.

RICHARD PARSONS, American bark, 1,116, W. F. Thorndike, 7th June—Newcastle 17th April, Coal—Wiel & Co.

SEA WITCH, American ship, 1,289, Chas. H. Tabbot, 1st July—Newcastle, N.S.W., May 21st, Coal—Captain.

VALKYRIE, British bark, 493, Baikie, 16th August—Fremantle 13th July, Sandanwood—Order.

VIGILANT, American ship, 7723, Wm. H. Gould, 2nd July—Amoy 30th June, Kerosene Oil—Russell & Co.

Intimations.

REMOVAL.

MRS. BOHM'S PRIVATE BOARDING RESIDENCE has been REMOVED to No. 8 Queen's Road Central, opposite TELEGRAPH OFFICE.
Hongkong, 27th July, 1889. [32]

NOTICE TO THE PUBLIC.

DURING the Paris Universal Exhibition of 1889, files of the "HONGKONG TELEGRAPH" will be kept at the Office of our correspondents, Messrs. AMADEE PRINCE & Co., 35, Rue Lafayette, and also at the Pavilion of the Republic of Guatemala in the Exhibition, which may be consulted at any time by visitors from the Far East.

Subscribers to this journal may have their letters, papers, etc., addressed to the care of Messrs. AMADEE PRINCE & Co., whose services will be placed at the disposal of all inquirers.
Hongkong, 11th March, 1889. [318]

NOW READY.

"THE 'CORNER' IN ROPES."
A FULL REPORT in Pamphlet form of the sensational trial, POTTIS v. RUSTOMJEE, together with the history of the "Corner," and other interesting particulars.

To be obtained at Messrs. KELLY & WALSH, Ltd.; Messrs. LAKE, CRAWFORD & Co.'s; Mr. W. BREWER's; the HALL & HOLZ CO-OPERATIVE Co., Ltd.; and direct from the Office of "THE HONGKONG TELEGRAPH."
PRICE—FIFTY CENTS.
Hongkong, 16th July, 1889.

A. G. GORDON & CO., LIMITED.
ENGINEERS, LAUNCH BUILDERS, GENERAL AND GOVERNMENT CONTRACTORS, IRONMONGERS, COMMISSION AGENTS, VALUATORS, IRON AND TIMBER MERCHANTS.

WORKS:
BOWLINGTON, EAST POINT.
OFFICE:
CORNER OF PRINCE STREET AND PRAYA.
STEAM LAUNCH COMPANY, LIMITED.
Hongkong, 1st May, 1889. [42]

STEAMERS EXPECTED IN HONGKONG.

STEAMERS.	FROM.	DATE DUE.	AGENTS.
Airlie	Port Darwin	August 27th	Russell & Co.
Bomilla	Bombay	August 27th	Carlowitz & Co.
Caledonia	Marseilles	August 27th	Messageries Maritimes.
Belgia	San Francisco	August 28th	O. & O. S. S. Co.
Glengyle	London	August 30th	Jardine, Matheson & Co.
Lydia	Hamburg	September 1st	Siemssen & Co.
Ararat	Calcutta	September 1st	D. Sassoon, Sons & Co.
Khiva	Bombay	September 5th	P. & O. S. N. Co.

STEAMERS LOADING IN HONGKONG.

DESTINATION.	VESSELS.	AGENTS.	DATE OF LEAVING.
London (direct)	Shanghai	P. & O. S. N. Co.	About Sept. 14, noon.
Marseilles, via Saigon, &c.	Saghalien	Messageries Maritimes.	Aug. 20th, at noon.
Havre, London, &c.	Carmarthenshire	Adamson, Bell & Co.	About Sept. 7th.
Bremen, via Ports of Call.	Preussen	Melchers & Co.	Aug. 20th, morning.
Lyons, via Bombay, &c.	Bomilla	Carlowitz & Co.	Sept. 6th, at noon.
San Francisco, via Yama	City of Peking	Pacific Mail S. S. Co.	Sept. 19th, at 1 p.m.
San Francisco, via Yama	Belgia	O. & O. S. S. Co.	Sept. 10th, at 1 p.m.
Vancouver, B.C., via K. &c.	Abyssinia	Adamson, Bell & Co.	Aug. 29th, at noon.
Sydney, Melbourne, &c.	Airlie	Russell & Co.	About Sept. 4th.
Australian Ports, &c.	Kent	Gibb, Livingston & Co.	Sept. 3rd, at 4 p.m.
Calcutta, via Straits	Wingsang	Jardine, Matheson & Co.	Aug. 27th, at 3 p.m.
Yokohama, via Nag., &c.	Ancona	P. & O. S. N. Co.	Aug. 30th, daylight.
Tientsin	Kwongkong	Jardine, Matheson & Co.	About Sept. 2nd.
Shanghai and Japan	Caledonia	Messageries Maritimes.	About August 28th.
Haiphong	Peking	Siemssen & Co.	To-morrow, at 4 p.m.
Coast Ports	Clara	A. R. Marty	Aug. 28th, daylight.
	Italian	Douglas Lapraik & Co.	To-morrow, at 10 a.m.

Intimations.

200,000 Amited people
CURED OF
**COLD COUGH, SLEEPLESS NIGHTS
NERVOUS FITS**
BY DRUGS
DOCT' FORGET'S SIRUP
To be had of all Chemists and Druggists
Must bear following address.

36
Rue Vivienne
CHABLE
PARIS

200,000 Amited people
CURED OF
**GONORRHEA, WHITES
SEMINAL LOSSES
DEBILITY, EXHAUSTION**
BY DRUGS
CHABLE'S CITRATE OF IRON
To be had of all respectable Chemists
Must bear following address.

Dr. Knorr's ANTIPYRINE.

(Dose for Adults 15 to 35 grains troy).

IS the most approved and most efficacious remedy in cases of HEADACHE, MIGRAINE, NEURALGIA, RHEUMATISM, FEVER, TYPHUS, ERYSIPELAS, HOOPING-COUGH, and many other complaints. It is also the very best Antiseptic. Highly recommended by the medical Faculty. To be had at every reputed Chemist and Druggist. Ask for Dr. KNORR'S ANTIPYRINE! Each Tin bears the inventor's signature "Dr. KNORR" in red letters.

Supplies constantly on hand at JUSTUS LEMKE & Co., Hongkong and Shanghai—Sole Agents for China. Beware of spurious imitations!
Hongkong 20th May, 1889. [130]

CHS. J. GAUPP & CO.
CHRONOMETER, WATCH, AND CLOCK-MAKERS, JEWELLERS, SILVER-SMITHS, AND OPTICIANS.
CHARTS AND BOOKS.
Sole Agents for Louis Audemars' Watches; awarded the highest Prizes at every Exhibition; and for Voigtlander and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES AND SPYGLASSES.
No. 8, Queen's Road Central. [734]

HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS
are respectfully informed that, if upon their arrival in this Harbour none of the COMPANY'S FOREMEN should be at hand, ORDERS FOR REPAIRS, if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the event of complaints being found necessary, communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES,
Secretary.
HONGKONG HIGH LEVEL TRAMWAYS COMPANY, LTD.
TIME TABLE.

WEEK DAYS.
8 to 10 A.M. every quarter of an hour.
12 to 2 P.M. every half hour.
4 to 8 P.M. every quarter of an hour.
THURSDAYS.
NIGHT TRAMS at 10.30 and 11 P.M.
SUNDAYS.
10.40 A.M.; 12 to 1.30 P.M. every quarter of an hour.
4 to 8 P.M. every quarter of an hour.
Special Cars may be obtained on application to the Superintendent.
Single Tickets are sold in the Cars; Five-Cent Coupons and Reduced Tickets at the Office.
MAEWEEN, FRICKEL & Co.,
General Managers.
Hongkong 1st May, 1889. [1510]

G. FALCONER & CO.
WATCH AND CHRONOMETER MANUFACTURERS AND JEWELLERS.
NAUTICAL INSTRUMENTS, CHARTS AND BOOKS.
No. 45, Queen's Road Central. [742]

J. Blackhead & Co.

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